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Agreement Between the Grand
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Western Directors
Ratified.

Hamilton, Feb. 17.—At a special general meeting of the board of directors of the Hamilton & Northwestern railway yesterday an agreement between the Grand Trunk & Northern railway and the Hamilton & Northwestern railway was ratified.

Montreal, Feb. 17.—A deputation consisting of Mayor Clarke and Alia. Hall, Carleton Place, and Mangum interviewed J. H. Kison, general manager of G.T.R., today with reference to the amalgamation of the Grand Trunk and Northern and Northwestern lines and the way in which Toronto would be affected thereby. Mr. Clarke states that the interview was of a very satisfactory nature and the deputation feel quite satisfied.

London, Feb. 17.—The G. and T. directors have received a report on the union with the Northern and Northwestern railways, which will be laid before a special meeting on the 23rd inst. It urges the importance of direct connection with the Canadian Pacific, the facilities for the exchange of traffic and the good route to New York thus obtained. It states that the union with the Northern & Northwestern will bring increasing business to the G. and T., and that it is probable from the character of the country and the situation of the line that through and local traffic will continue to increase. The union also gives the Grand Trunk much required terminal facilities in Toronto, thus enabling the road better to accommodate the public, and reduce expenditure. A reduction is also expected from the common use of the rolling stock of the two companies and in several other ways. By the proposed conversion of borrowed capital of the Northern into 4 per cent debenture stock of the united company a saving of £15,000 a year is expected ultimately to be effected. About the same amount is expected to be added to the payments under the agreement on the preference stock. The ordinary stock of both companies will be increased by only 1.70 per cent over the present authorized Grand Trunk ordinary share capital. The mileage added equals 16.92 per cent of the present Grand Trunk mileage. The reversionary rights of the Grand Trunk preference and ordinary stocks will, it is claimed, be improved by the union.

THE LENTEN REGULATIONS.

Through the instrumentality of Cardinal Gibbons a uniform schedule of Lenten regulations has been promulgated for the Catholic church in America. The regulations were submitted to the office at Rome, with the request that they be approved. It is as follows:

First—That the use of flesh meat, eggs and white meats be allowed at every meal on Sundays, as well as at the principal meal on Mondays, Tuesdays, Thursdays and Saturdays—Saturdays of the Ember Days and Holy Week excepted.

Second—Likewise, that the use of white meats and eggs be tolerated on all the days of Lent at the evening collation and at the principal meal on those days on which the use of fish meat is forbidden.

Third—That in the morning a small piece of bread be allowed with a cup of coffee, tea or chocolate of some similar drink.

Fourth—That when the principal meal cannot be taken at noon the order may be inverted and the collation be taken in the morning and the dinner in the evening.

Fifth—That lard or grease, commonly called fat, may be used in preparing the lawful victuals.

Sixth—That those of the faithful who are exempt from the obligation of fasting can, on the days when the use of flesh meat, eggs and white meats are permitted to all the faithful, be allowed to use them several times a day, as on Sundays of Lent, when the obligation to fast is not binding.

The schedule was approved, but to the first it was also answered that the use of both flesh meat and fish together at the same meal is forbidden during the whole of Lent. The practice of eating white meat and eggs, mentioned in the second request, is also tolerated, and the requests in third, fourth, fifth and sixth are granted for ten years. The time for making the Easter communion extends from the first Sunday in Lent until Trinity Sunday, inclusive. The classes of persons exempt from the regulation remains substantially the same.

PROVINCIAL.

The Government has selected a section on the Bell Farm, about a mile from Indian Head, for the Territorial experimental farm.

Dr. Shaffner, formerly head teacher in the Rapid City public school, has removed to Boissevain, and has taken up the practice of the late Dr. Cornell.

A number of the Braves who went to Ontario on the M. & N. W. Ry. free excursion have brought back with them a lot of thoroughbred live stock.

The Baptist church at Rapid City is undergoing some improvements, and it is understood that an effort will be made by the congregation to have a minister established there.

The indications are that the cheese factory at Rapid City will have enough to do during the coming season, as a number of farmers near by have expressed a determination to purchase a number of cows with the object of sending the milk to the factory.

N. F. Davin in Ottawa: Last year the country east of Moosejaw into Manitoba produced a splendid lot of grain. It had been found that the wheat of Manitoba grades higher than that of Ontario, that the wheat of the Northwest Territories, the more westerly you go, grades higher than that of Manitoba; that Moosejaw wheat grades higher than Portage la Prairie wheat, and so on.

Neepawa will vote on the 10th March on a by-law to exempt a 50,000 bushel storage bin from taxation for a term of years; also a by-law to forbid the sale of liquor.

Mr. H. C. Banister, of the Grand Trunk Hotel, Minnedosa, has a brood of young canaries. They were hatched out on Friday last, and yet people will and faint with the climate of Manitoba.

Mrs. Semmens, wife of Rev. J. Semmens, writes an appeal to the Christian community for the Indians at Oxford House and Norway House. She suggests the establishment of a girls' school at home.

Mr. F. B. Anderson, the Icelandic journalist, says Mr. Folken has exaggerated the amount of suffering existing among the landers in this city. He says that only between twenty and thirty persons have received relief, and that, while there is some poverty, there is not the general distress reported.

It is reported that a number of parties from this and other parts of the province are in British Columbia, and returning to Manitoba in a short time. It seems that it is not so very plentiful, and something more than a nice climate is required to keep them.

According to the statement of the grain inspectors at Winnipeg and Port Arthur in Manitoba and the Northwest Territories, the harvest, up to the 1st inst. This does not include the wheat which has been going on as flour and which would, probably, represent between three quarters and a million bushels more.—Call.

Mr. Wm. Miller, clerk of the municipality of Blanchard, was in town last week for the purpose of sending away the duplicate map and information regarding wheat lands in that municipality. Blanchard has been very prompt in carrying out Mr. Folken's wishes in this matter and we hope that other municipalities will do likewise without further delay.

Mr. Thos. Grayson, contractor and builder of Moosemin, will proceed shortly to Caspington, Moose Mountain, to erect a large stone house, 40 x 60, for Mr. Hanson, an English gentleman, who has settled there for the purpose of starting a ranch. The carpentry work connected with the building has been sublet to Messrs. Taylor & Campbell, who are now busy making fittings.

To prevent the ice in the Assiniboine river from injuring the bridges when breaking up in the Spring there are three icebreakers to be built, one at Oak Lake, one at Virden and the other at Groulx. The contract was let on Saturday at Oak Lake to Mr. Wm. Speers for the sum of \$1,800 for the three. The work will have to be done while the ice remains firm, so there is no time to waste.

Mr. J. M. Lawrie has received a very interesting letter from Major General Whitson, who last fall purchased a number of farms in the vicinity of Little. The General is now in England but will return and expects to arrive here about the middle of April, accompanied by a number of friends and acquaintances, with their families, who propose settling in this neighborhood.—Herald Observer.

Pennith: We regret to announce the death of our friend Mrs. Wm. Roe, which occurred took place on the 2nd inst. For the last few weeks she was suffering with a severe cold. Mrs. Roe was a prominent lady. Not only in the home circle, but by all who knew her she was beloved and esteemed. The community will long miss her bright and cheerful presence, and her husband has the support of all. The funeral took place on the 4th, and was conducted by the Rev. Mr. Kerley, of Beulah, and Rev. Mr. Josley, of Virden.

Robert Ogilvie, son of Mr. A. W. Ogilvie, met with a sad accident at the riding ring on Monday evening. Bobbie, with several other boys, was chasing an older lad named Andrew Duncan round the ring. Being going at full speed the front of the horse, causing Master Ogilvie to trip, and the two fell together, the largest boy coming down soon discovered that the accident was serious, and on examination it was found that Bobbie Ogilvie had his leg broken between the ankle. The youthful sufferer was carried home, and medical service called in. The fracture was set, and the boy is now doing as well as can be expected.—Herald Observer.

The council of the board of trade met yesterday afternoon to report upon the samples of Russian wheat submitted by Prof. Saunders. The original sample of Ladoga wheat and some of its best named points grown in Manitoba would value with grade of northern classes. The samples submitted were not up to the original. "In the opinion of the board of grain examiners the Manitoba millers and grain dealers could not get Kubanka wheat at any price, though it might, however be useful for feed purposes. Your examiners understand that this variety of wheat is being sold this season in Manitoba for seed. In the opinion of your examiners the sample received is none other than 'goose' or 'rice' wheat, and of little value. The Saxons variety belongs to the spring or soft classes of wheat. The sample submitted by Prof. Saunders, however, is so poor that it would only grade as 'rejected.' Your grain examiners are firmly of the opinion that the cultivation of red flye wheat should be persevered in, and that farmers will speedily discover the system of soil preparation, by which they can insure early seeding, and the early and safe maturing of the available variety."

Washington, D. C., Feb. 15.—A treaty was signed at 10 o'clock this evening by the foreign plenipotentiaries and domestic members of the fisheries conference. The treaty is satisfactory to the representatives of the three Governments and is regarded by Secretary Hay as affording a permanent settlement of the questions at issue in a fully sustaining all rights of American fishermen. It is learned that great satisfaction is felt by the Canadian contingent and that Chamberlain is well pleased over his mission to Washington. Sir Charles Tupper and Mr. J. S. Thompson, Canadian Minister of Justice, will return to Ottawa tomorrow and Chamberlain sails for England February 20. Current rumor has it that the President desires the satisfaction of the Secretary of State, and ask the senate that the terms of the treaty be made public at once.

IN IRELAND.
 Feb. 16.—One hundred men at
 work with hoes and plows, have cropped
 out of Jasper Douglas Pyne, member of
 the West Waterford, who is under
 arrest against the Crimes Act.
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 threat of Queen's Bench in this city
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Brandon Weekly Mail.

THURSDAY, FEBRUARY 23, 1888.

MANITOBA'S FRIENDS.

That Manitoba is cursed by the presence of the worst natural born grumblers that ever set foot on the soil of a civilized country, is a fact that no one who has the least sprinkling of conscience about him can deny. And the Free Press, of Winnipeg, considers it its dearest duty to justify it all for the basest of political ends. Listen to the appended paragraph from its issue of the 16th inst.:

"We may as well admit at once that some of our best citizens and many of our best settlers have already left the Province, and many more are contemplating a like move. What, then, is the object of bringing more immigrants here if we are powerless to prevent them slipping through our fingers just as the others have?"

Farmers will be chary about directing their footsteps towards a Province which is swept from end to end with universal dissatisfaction and complaint. They will shun the country where settlers grow vast crops of wheat, and are compelled at last to see thousands of bushels of wheat rot upon the ground. It is almost useless to send the instructions of Manitoba until freedom of trade instead of the monopoly monopoly, and until monopoly freight rates, grain blockades, and all the other diabolical consequences of this devastating policy of misgovernment are swept clean away."

If the Free Press writes its ignorance, and fully believed it was telling the truth, the public could not expect any show of sympathy for it in its present state of mind; but when it knows it is lying and writing for no other end than to bias the minds of the electors to make them the more susceptible of being hoodwinked and voting for Gritism when passion necessarily demands it, its perverseness of the truth becomes the more reprehensible.

We are frank enough to admit that because of the exceptionally large crop of wheat in the country the past year—a crop that is much in excess of even the expectations of the Free Press—the C.P.R. finds itself driven to straits to meet the demands of the country; that at many points where there is comparatively no storage or elevator capacity the settlers find a degree of inconvenience for the want of cars to meet their demands; and that it is all that can be said about it. It is an absolute certainty that had the Company eight months or a year ago the slightest idea there would have been such a crop, they would have increased their efforts to prepare for its shipment, and it is also an equal certainty that had the grain men of the country a year ago an expectation of such a crop, they would have increased the storage capacity along the line for its reception. Enlargements in either line would have met the case. Even after the crop was ready for harvest, the highest estimate of the shrewdest grain men of the country was ten million bushels, or but little more than the quantity already handled, so that it is to the disappointment all around in the excessive crop that the difficulties, such as they are, may be traced, and not that the C.P.R. has been regardless of the people. What the people want to know now from the Free Press is, if the harvest of next year will be proportionately as excessive as that of the past. If it will answer this question satisfactorily—if it can answer it in the affirmative, and that the company and the dealers do not then prepare for it, it will have just cause for condemnation. It is a known fact that the wheat export of 1885 and 1886 did not exceed four millions of bushels; it is also well known the acreage sown in 1887 did not exceed that of the two previous years, so that any reasonable calculation could not have expected last year more than double the crop of the two previous years, and now it is found to be nearer four times the amount. It is not, then, owing to the fact, as the Free Press alleges, that the C.P.R. has disregarded the interests of the country that any disappointments, such as they may be, have arisen. Supposing, now, the C.P.R. were to quadruple its rolling stock for next year; that the grain men were to quadruple their expenditure in storage, etc., expecting that the yield of 1888 would quadruple that of 1886, and that either early frosts or drought, which are not out of the question, would result in a serious disappointment, who would be ready to recoup them for their outlay? Would the agitating Grits of Manitoba make good the loss? We all know the losses the people of this country have already suffered in mistaking exceptional prosperity for substantial growth—in considering the fictitiousness of the boom real progress and there is not a business or a business man in the country that is not suffering through the mistake to-day. The Free Press is anxious to see this thing repeated in the case of the C.P.R.

A wise business man will make preparations for a natural and a normal growth in his business and the same is true of railways in new countries. We take it the C.P.R. will enlarge its facilities for handling next year a proportionately larger crop than that of this. If it happens to be excessive in either direction a disappointment must result either to the settlers or the company. But the company cannot be expected to prepare for what no man in his sober senses really expects, and yet this is what the Free Press expects them to do.

but to a deficiency of elevator capacity at Port Arthur. If the company had sufficient room there that all the rolling stock might be employed westerly, the company would have heard nothing of blockades.

But this is not the only absurdity of the Free Press. It actually declares thousands of bushels are rotting on the ground! We have heard of nothing rotting outside of the Free Press office, but even if it is decaying in the stacks, we know of no reason why the C.P.R. should thresh it as well as haul it to the eastern markets.

Because, however, the Free Press can name railways that have at every local station throughout their entire length a good local business, that carry wheat equal distances at a trifle lower rate than the C.P.R., it characterizes the C.P.R. as extortionists. This it knows is just such dishonesty as Grits only could indulge. We have often declared the history of railroading cannot name another road that under the same or similar circumstances has done as well for the people served by it as the C.P.R. has done for Manitoba. When it singles out such a line we will be prepared to talk to it further. It is just possible if the Northern Pacific had a footing in Manitoba, because it had a good local business at every station along its entire length to Duluth, it might quite lower freight rates to that point than the C.P.R. quotes to Port Arthur; but it would not be operating the road north of Lake Superior, carrying out the terms of a contract and resuming the other provinces for the heavy debts others have undertaken. It is also just as clear such competition would have no permanency, even if Manitoba paid amply for it, for it would only lead to a pooling of rates that would leave our second condition much worse than the first.

CAUSE AND EFFECT.

The Ministerial elections have taken place, and, as was general expected would be the case, Martin and Prendergast have been returned by large majorities, the former by 139 and the latter by 160. This is significant. Everybody expected that Prendergast would be elected, as his constituency is Grit, and to defeat a newly appointed Grit Minister—although a renegade—in a Grit constituency, is something unheard of. Opinion was divided on Martin's chances, but no one except a shrewd observer expected he would have anything like the majority he got. As we have said, however, it is significant. It is true that Greenway's representations, which the public will yet find to be the essence of falsehood, manufactured for a purpose—that the R.R.V.R. would be built to the Portage before October, that he had already effected all the means to construct the R.R.V.R. and its extensions, including capital, etc., and nothing was required but the opening of spring to commence the work, had its effect. Personation was also accomplished to a large extent. But all these could not change the majority of 14 a year ago to 139 to-day, if there was not something else in this background. The candidates were the same, and all the circumstances, precisely as a year ago, excepting that Norquay was again seeking office, while he had it at that time. Besides this, he went into the constituency, which is largely settled by his own people, some days before the election, and remained there till the close of the poll. The answer is emphatically, Manitoba wants no more of Mr. Norquay. That he is a man who possesses many valuable qualities is necessary in a statesman, no one can deny; that he has been, in many instances, misrepresented by his opponents is also a statement even honest Grits cannot gainsay; but what his system of doing business is emphatically condemned by the people, and his days of usefulness are gone.

Ever since we first became acquainted with his way of doing business, we criticized it with a degree of closeness which many declared was for personal reasons, but nothing could be farther from the truth. He is a gentleman very fond of office, and to a degree unscrupulous as to the means employed to procure it, and knowing next to nothing of the business principles on which the government should have been run, he was ever at the mercy of a lot of men equally incapable as himself, as his aim ever was to have surroundings he could use as he liked. The result was an indefensible extravagance, and a waste from favoritism from the first that no government could justify before the people. For a long time the old settlers, who took but little interest in public matters held the government together. New settlers came in capable, but of course it took them some time to become acquainted with the way business was done, and as they became informed they began to denounce it, until, in 1886, the Premier's hold was all but broken in the country. He became aware of this, and for the purpose of carrying the approaching elections he made a show of building the Hudson's Bay Railway. Forty miles were constructed at a loss of a quarter of a million to the country. It is quite apparent the contractors bled for the occasion, and the forfeiture of the provincial

lands was the consequence. Through these means he secured a majority in the House, made up of elements that had to be paid for at every turn to hold them in line. He never wanted independent minded, consistent conservatives in the House—he was always in search of pliable tools, and, unfortunately for himself and the country, he got a surfeit of his favorite dish. To meet the clamorings of his last majority, and to keep them in line, he rushed into the R.R.V.R. without having taken the first consideration as to how he was to complete it, and our readers know the rest.

We were from the first—as far back as 1882—fully aware his business principles were unsound, and that the Government that employed them should bring themselves and the party at their back at length ignominiously to the ground. We pointed out the facts from time to time as we understood them, and stood the accusation of traitor to the Conservative party for our pains. But the public, and more especially the Conservative party, can now clearly see who was in the right.

Had there been a change in the leadership of the Conservative party previous to the general elections in 1885, as the Martineau declared there could have been, things would be different with the Conservative party. The Government, under Mr. Norquay, was not a Conservative Government, as Messrs. Hamilton and Brown were always Grit, and Mr. Norquay was ever ready to be of the same color as the log he was on; but as the Conservatives accepted him, they have now as a party to bear the consequences of his blunders and miscalculations. As we have said above, however, had there been a change of leadership in 1886, the Conservatives would have a different story to tell today. It is true that by Mr. Norquay's defection in consequence of being discarded the country might have gone Grit in the general elections of that year. Had it done so, the Conservative party would not have to bear the Hudson's Bay blunder, the R.R.V.R., the coal scandal, and many others of Mr. Norquay's mistakes, and the Grit head would be sufficiently bored by this time as to render a re-election a year or two hence an utter impossibility. Had that course then been taken, the Conservatives would now be attacking the maladministration of the Grit party, with an excellent field to the electors instead of defending the mistakes of the Norquay Government that no honest man will ever attempt to justify.

As the past is past, there is now but one course to adopt: Call a general convention, lay down a suitable platform for the government of the country, and select a good business man for a leader. Talking ability in such a person, though desirable, is not an essential; if he have good business abilities, forceful and personal agreeableness, and surround himself with men whose abilities and judgment are sound, there is in the near distance a bright future for the party yet. We do not profess to know more than our neighbors in these matters, but this appears to us to be the proper course for the party to pursue.

THE PATENT BACK BOUND FOR GAINWAY.

The local patent back, since the defeat of Norquayism, is veering around into Greenwayism, with some prospect in view. In its last issue it took up the cudgels in behalf of the philosophy advanced by Greenway at the Portage. Here is what he says:

"We refer to the argument so often repeated that if monopoly were done away with in old Manitoba it would not help us in the west because we are in the allied territory, and there is no doubt but the monopoly would be in full force here. Such an argument is worthy only of a man who has no more brains than an ass. Supposing monopoly were done away with in old Manitoba, there would be nothing to hinder a line of railway being built from Emerson to Portage la Prairie to connect with the M. & N.W., and there is nothing in the C.P.R. contract which would prevent the construction of the M. & N.W. from Rapid City into Brandon, and thus securing for Brandon an outlet independent of the C.P.R."

He appears to be well up in the "ass" business and the production of a cross between an ass and a Judas Iscariot must be read with no little concern. Now, what we want to know is, when either the Manitoba Government, or the Red Riverites, or both, got control of the M. & N.W. road that they can utilize it as a portion of any scheme that grows up in their fertile imagination? Why is it, again, that the Manitoba Government could so readily build from Portage westward across the boundary between the old Province and the added territory, when they have been unable to get either the means or the legal authority to build even the R.R.V.R. in the old province exclusively? When these are answered we will ask how the R.R. Valleyites hope to cross the C.P.R. at the Portage, or at Winnipeg, or anywhere else, for that matter, in the face of clause 121 of the General Railway Act of Canada? But even the weight of his own armor is too heavy for the strength of the political contortionist that volunteers die.

It is not to a shortage of rolling stock, blockades, such as they are, may be traced,

tation to others, and he gets caught in his own spurs, for in the next sentence he says, "for there is no doubt the company are fairly entitled to the benefits of monopoly in the allied territory, and in the territories to the west of us." Then, what, in the name of reason, entitles them to it? Is it the force of their contract or is it sentiment? We fancy that it is were only sentiment there is but little justification in the expenditure of a million dollars by Manitoba, which the patent back endorses, to back it; and if there is a sealed contract for it, the theorizing of the ass delineator will be unable to set it aside. If the C.P.R. is entitled to monopoly under their contract, does the patent back so soon advocate depriving them of it by force? If not, why theorize on the construction of rails to accomplish an end that it is admitted cannot be either legally or morally accomplished? But then there is no accounting for the ingenuity of some empty pates that consider themselves competent to run newspapers.

What a sensation the Conservative party can hope to gain by their exhibition at the annual meeting the other night is something no person can wish to understand. We can understand the feeling towards Mr. Smith to lie in the fact that he did not make an ass of himself the last session of parliament, which he has too much common sense to do for the pleasure of a few cranks. It can be found to-day that he has more influence at Ottawa than all of his traitors combined, and when it comes to the proper consideration of Manitoba's railway annoyances, he will have more influence in adjusting them satisfactorily than will the whole of the cantankerous faction, with the Local Government thrown in. Whatever may be the ultimate intention of the Government towards the settlement of the monopoly question, it was quite apparent they had no intention of doing anything last session, so that talking that way was only the waste of so much wind, and Mr. Smith knew it. That gentleman has before now forcibly laid the whole situation before the Government, and advanced every argument to the Cabinet, that must take the initiative, that it is possible for a sensible Manitoban to advance, and for his trouble he is only treated to the sneers and the snubs of men unworthy to unloose the lathels of his shoes. This is what a worthy, painstaking, hardworking representative man invariably gets for his trouble. No one—not even the most crankish of the Jimmies—will say that on every occasion delegates went from Winnipeg and laid even their most selfish claims before the Government, Mr. Smith did not the best he could for their cause; he voted with every resolution tending to abolish monopoly, and the only blame laid at his door was that he did not speak on Watson's motion, though he voted for it, when he knew speaking was of no avail. For this and this only he is treated to the sneers that might to more effect be bestowed in a different course.

The patent back in this city says, "But, if a unanimity of feeling in this respect cannot be depended upon, then we would say, postpone the holding of the convention till after the general elections, which are almost certain to take place at an early date." And to this the Free Press adds: "For these and other similar reasons the Times seems to incline to the opinion that the proposed provincial Conservative convention should be postponed indefinitely. We quite agree with our conservative (i.e. contemporary, etc., etc.) Exactly; the times run with the same horn, as they have but one and the same end to serve—the wreck of the Conservative party. A year or so ago Judas Junior of the patent back declared Norquay was the ruin of the Conservative party, and he entered into a league with C.P.R. Brown, the twin renegades of Manitoba, to save it, but a little paper fired up his backbone again after the Brown-Greenway combination fell through. Now, again, he does not want a convention until after the elections, lest his friend Norquay, whom he admitted a year ago, was the incubus on the party, should be dislodged by popular expression. It is known there are differences of opinion in the party as to leadership and lines of action, and the object of the convention is to secure harmony on some prominent principles and lines of action for the coming elections. Will the no-coder tell the public what a convention could accomplish after the elections? What, in fact, is the use of closing the stable after the horse is stolen? It is earnestly to be hoped the convention will be held at some point outside of Winnipeg, where the meeting will not be stifled with choice grumblers who will be satisfied with nothing but Gritism complete. In any event, an equal number of delegates must be decided on for each constituency, and a proxy power allowed, so that if the delegates be not present, their votes will be recorded, and thus have the whole province fairly and fairly represented. As the general elections may be looked for in June, we hope to see the convention called for a day before the farmers commence their spring work when attendance will be out of the question, and it is very necessary a full quota of that class of the community should be present.

This wheat business is a curious one, and as you may see, it is now reported that at points in Dakota opposite given points in Manitoba, and we find on making enquiries that the freight from these points in Manitoba to Port Arthur are precisely the same as from the American points in question to Duluth. We notice further that the water rates from Port Arthur are practically the same as from Duluth, and that what to day is as much higher at Duluth than it is at Port Arthur as it is at the American points referred to over the Manitoba points opposite. The Grits, even the Grit buyer, will tell you the higher price at the producing points in the States is the result of "railway competition," and that the higher price at Duluth is the result of inflated speculation; the price at the Dakota railway station must be a false one, the result of inflated speculation, as it is but the same number of cents higher than the Manitoba price that the Duluth one is over the Port Arthur one, and railway rates can have nothing to do with it. In the one instance, the same process is held up, for political reasons, in a campaign against C.P.R. monopoly, and in the other—the natural, the inevitable consequence of the first—is traced to over-speculation. It is not astonishing that Grit politicians will not confine themselves to arguments that will lead to a little common-sense strain.

It is almost a certainty that flaked by success in the two Ministerial elections last Thursday the Greenway government will hurry up the general elections. Though to be opposed by press, the public and the House in every legitimate way, Mr. Greenway and his lieutenants have made some bold statements as to what they can do and what they are assured of being able to do, to remove what are alleged to be provincial disabilities, that they ought to give tangible evidence of their sincerity. Greenway said at a public meeting at the Portage, he had the promise of all the assistance and capital he required to build the R.R.V.R. and its extensions, and his lieutenant Joe Martin says, the province has the right and the power to build. There is not a doubt but that if it were carried in the matter he could command a majority of the present House in measures to remove the end if he desires to do so, and if he based his representations he can ask for nothing more. The people have every right to see an evidence of good faith before they can renounce a general election. It is our opinion, however, Greenway has lied about the same outright, and that he will resort to a doublet to get a four years' lease of office, to enable him to slide out of his assumed duties at leisure. If elections are resorted to before anything is done, the public may regret it is that the Grits may have been out of office in which to tell the Conservatives they are supporting them in their promising leisure.

During the past three years the Manitoba Government was not a Conservative administration, and should have been recognized as such. As yet, Brown and Hamilton were always Grit, and Harrison and Wilson were Conservative with Norquay the same as the politician of the Ottawa Government, whether Grit or Tory. If the whole of the Conservative party had taken the same view—considered the Government a coalition and supported them on their merits only—we would have seen the disorganization in our ranks that has been seen on every hand. The Martineau at the time was purely in the interests of the party, and there are but few today who do not see it in that light.

The Globe.

"Mr. C. E. Hamilton, Attorney General in Mr. Norquay's cabinet, became on Jan. 1 a citizen of the State of Massachusetts. If Mr. Hamilton had not been a full-blooded Tory the country would never have had the last of this."

Well, no; not exactly. It is well known that a man's early training bases his whole after life, and as Mr. Hamilton was something but a flaming Grit until he became a political nuncheon in the Norquay Government, the circumstance fully explains his cowardly flight to the States when required here to defend himself.

The Winnipeg Free Press will have it that Hon. Mr. Hamilton's Tory politics led him to escape to the States. Now, we presume the editor of the Free Press, like all good Grits, reads the Bible and believes it, and that good book says, "Take up a child in the way he should go, and when he is old he will not depart from it." As Mr. Hamilton was for the first thirty-five years of his life trained in the ways of Gritism, "when he is old" he has not departed from it, but acted on the bent of his Grit inclinations. Is not this correct?

J. E. Smith, of the Bedford Stock Farm, recently sold Mr. John Leslie, of Spring Brook Farm, Routhwaite, a very fine and choice bred young Shorthorn bull—Honest John Norquay, sire "Woodland Chief" dam "London Mary 2nd." The farmer of Routhwaite will find this an annual clearing of patronage.

CHANGE OF BUSINESS!

20 PER CENT. DISCOUNT!

AND WHOLESALE COST SALE.

C. E. Miller & Co. and James Paisley

Have agreed to unite their stores by archway and form a new firm, the change to take effect about the 1st of February. In order to reduce their duplicate Dry Goods Stocks before forming a partnership they will

BEGIN ON THURSDAY, JANUARY 12TH A 20 PER CENT. DISCOUNT

and actual Wholesale Cost Sale to continue until the taking of stock on Feb. 1st.

For particulars see Small Bills.

C. E. MILLER & Co. - - JAMES PAISLEY.

ROSSER AVENUE,

BRANDON.

Parnell's Motion

Is Defeated in the Imperial Commons--Gladstone and Balfour Speak.

London, Feb. 19.—In the Commons tonight, resuming, Balfour declared that a childish fuss had been made over the prison clothing of Mr. O'Brien. It was hardly worth noting. A letter he had written during O'Brien's imprisonment had stated that the prisoner was suffering from weak lungs and exorable disposition. The health of the prisoner had not been disregarded. With regard to the allegations of torture, he had instructed English inspectors to enquire into the facts, and the result was to show no harshness existing. O'Brien's health had actually improved in prison. He had gained two pounds in weight.

O'Brien interrupted to state that this was inaccurate. He weighed five pounds less on leaving than on entering the prison. Balfour sarcastically rejoined that he would have parliament presented of official reports of the rise and fall in O'Brien's weight. (Laughter.) Balfour continued by arguing that the condition of Ireland had immensely improved as compared with the period of Gladstone's government. The opposition talked about a union of hearts. Doubtless the Irish meant to make a good use of the English larders. The latter were certainly making good use of the Irish larders. So long as the community of political interests continued, there would be this union of hearts.

Gladstone said that Balfour's denial that Conservatives had communicated with Parnell on the home rule question did not get rid of Irish assertions that they had. Mr. Parnell had stated he found himself at that time in entire agreement with Earl Carnarvon as to home rule. This had not been denied.

Balfour—Earl Carnarvon's letter clearly implies that he did not express an opinion on home rule to Parnell. Gladstone—Earl Carnarvon never explicitly denied Earl Carnarvon's statement. It was stated that Carnarvon spoke only for himself, but he was Viceroy of Ireland at the time for the very Conservatives who now hold that home rule, in any shape, means separation. He went on to say that it was reports of men who were the breakers of law at Mitchelstown, and there was cruel and wanton bloodshed there almost a scandal. He said Balfour had become, by implication, a breaker of the law, for he gave to that act his authoritative approval as if it were to be a model for the police. Let the government consent to legislate for Ireland as for England and Scotland in accordance with the constitutionally expressed wishes of the people, and they would thus represent to the world the spectacle of a truly and not merely a seemingly united empire. When Gladstone apologized for his physical weakness as shown by his occasionally failing voice, saying that he was not so young as he was once, the House burst into a whirlwind of sympathetic applause, the Liberals and Parnellites rising en masse and waving their hats and handkerchiefs at him.

At the close of the debate Mr. Parnell's amendment to the reply to the Queen's speech was rejected by a vote of 317 to 229.

Montreal, Feb. 18.—All the Government organs this morning publish the following inspired despatch from Ottawa: "American reports from Washington, regarding the text of the fisheries treaty, are regarded here as altogether misleading, when it is made to appear that the concessions granted by the British and Canadian plenipotentiaries sacrificed Canadian interests. The statement made by the New York Herald and other American papers that it is an American victory, inasmuch as that the main point of the contention—the right to touch and trade—has been conceded to the United States, should be taken with a grain of salt. When the terms of the treaty come before Parliament, it will not be surprising to find that the provisions have been improperly interpreted, and the same may be said of the reference to the headland question and the three-mile limit. As to the question of supplies and the basis of operation, there is also, it is understood, misapprehension. The report of the plenipotentiaries will in all probability be presented to the council by Sir Charles Tupper on Monday next."

The Shortage.

Mr. Van Horne's Reply to the Board of Trade Circular.

Montreal, Feb. 15.—Mr. Van Horne was today shown the Winnipeg Board of Trade statement of grievances in regard to shortage of cars, wheat blockades, excessive freight rates, etc., and said: "The reports about a wheat blockade are gross exaggerations and in many cases downright falsehoods. A report of the number of cars required is telegraphed to headquarters every day, which shows the average shortage from the 12th of January to the 12th of February to have been 263 cars. The great shortage on any one day was 491 cars on the 1st of Feb. This was not more than four days ordinary work. In other words as a result of the extraordinary storms and cold weather we get behind one time four days in the supply. This is nothing as compared with the situation on lines south of us according to the statements of their own officers. Four hundred and one cars carry about 240,000 bushels of wheat. This is not more than one-sixth the elevator warehouse capacity of the different local stations on the western division. There has been a large movement of wheat and flour eastward every day for the first thirteen days of the present month, during which reports about the blockade have been in frequent, averaging 70 cars a day. A large part of the wheat coming east has been sent to Boston for export, and at times we have been unable to get rid of it at this end, and have been obliged to check shipments from the Northwest; but every other railway I know anything about was obliged to check shipments for similar reasons. These outrageous reports about a blockade emanate from parties who are interested in showing that the country is suffering for the Red River Valley railway. A private circular was sent out by the Winnipeg Board of Trade a short time ago, asking people along the line to furnish information as to the shortage of cars, etc. I am informed, and believe, care was taken to send these circulars only to parties who were supposed to be unfriendly to the company. This circular, together with a statement purporting to be a summary of the replies received, was published in the Winnipeg papers a few days ago, but the summary did not, as I remember, mention any particular person or place. As against this, Mr. Whyte, general superintendent at Winnipeg, published special reports from our agents at every one of the grain shipping points, giving the exact facts at each station. So far as I know the truth, no one of these reports has been specifically denied, and therefore as against the general statement contained in the board of trade summary, I think they may be regarded as conclusive. Careful reading of the board of trade circular and a summary based on its answers it clearly, and indicate to any fair-minded man the origin, object and animus of these reports. The company's rolling stock is ample for present traffic and by the time there is more traffic to handle more rolling stock will be provided. With necessary additional rolling stock the Canadian Pacific will handle five times the business of the Northwest without any difficulty whatever, but it is absurd to expect the Canadian Pacific or any other railway company can provide such a surplus of cars as would enable it to keep every station fully supplied every day in the year, regardless of cold weather or other contingencies."

Hamilton, Feb. 16.—A serious accident occurred near Hamilton this afternoon by the collision of the east-bound freight with the passenger train that left Toronto at 12:20 p.m. The collision occurred 500 yards out of the junction cut and resulted in the death of Fireman Archibald and Baggageman Fiddell, of the passenger train. Engineer Hinchinson was hurt, but not seriously. The trainmen of the freight train jumping this escaped with the exception of Brakeman Peacock, who was thrown from the top of the cars down a steep embankment and received severe injuries, which resulted in death shortly after his arrival at the hospital. No passengers were injured. The loss to rolling stock is very large; both engines and two baggage cars were totally destroyed and several freight cars wrecked. The cause of the accident is to be a mistake made by the conductor of the freight train.

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A. M. BURGESS,

Dep. of the Min. of the Interior,

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BROOKLYN, February 12.—In the Tabernacle

this morning the Rev. T. DeWitt

Talmage, D. D., preached the fifth of his

series of "Sermons to Women of America,"

with Important Hints for Men. The

subject was: "Wife's Ambition, Good

and Bad," and the text was from I

Kings, xxi. 7: "Arise and eat bread, and

let thine heart be merry: I will give thee

the vineyard of Naboth." Dr. Tal-

mage said:—

One day King Ahab, looking out of the

window of his palace at Jezreel, said to

his wife Jezebel: "We ought to have

these royal gardens enlarged. If we

could only get that fellow Naboth, who

owns that vineyard out there, to trade or

sell, we could make it a kitchen garden

for our palace."

"Fetch in Naboth," says the king to

one of his servants.

The plain gardener, wondering why he

should be called into the presence of his

Majesty, comes in, a little downcast, and

with very obsequious manner bows to

the king.

The king says: "Naboth, I want to

trade vineyards with you. I want your

vineyard for a kitchen garden, and I will

give you a great deal better vineyard in place

of it, or, if you prefer money for it, I will

give you cash."

"Oh, no," says Naboth, "I cannot trade

off my little place, nor can I sell it. It is

the old homestead. I got it of my father,

and he of his father, and I cannot let the

old place go out of my hands."

In a great state of petulance King

Ahab went into the house and flung him-

self on the bed and turned his face to the

wall.

IN A GREAT POUT.

His wife Jezebel comes in, and she says:

"What is the matter with you? Are you

sick?"

"Oh," he says, "I feel very blue. I

have set my heart on getting that kitchen

garden, and Naboth will neither trade

nor sell, and to be defeated by a common

gardener is more than I can stand."

"Oh, pshaw," says Jezebel, "don't go on

that way. Get up and eat your dinner

and stop moping. I will get for you that

kitchen garden."

Then Jezebel borrowed her husband's

signet or seal, for then, as now, in those

kings, kings never signed their names,

but had a ring with a royal name en-

graved on it, and that impressed on a

royal letter or document as the signature.

She stamped her husband's name on a

proclamation which resulted in getting

Naboth tried for treason against a king,

sent away with the life of Naboth, and

he was stoned to death and his property

came to the crown, and so Jezebel got for

her husband and herself the kitchen

garden.

But while the wild street dogs were

rending the dead body of poor Naboth,

Eliab, the prophet, tells them of other

cruelties that will after a while have a

free language, saying: "Where dogs lick

the blood of Naboth shall dogs lick thy

blood, even thou."

And sure enough, three years after,

Ahab, wounded in battle, his chariot

dripping with the carnage, dogs stood

under him lapping his life's blood. And a

little afterward his wife, Jezebel, who

had been his chief adviser in crime,

stands at her palace window and sees

Jehu, the enemy, approaching to take

possession of the palace. And to make

himself look as attractive as possible, and

a queenly to the very last, she decorated

her person, and, according to Oriental

custom, closed her eyes and ran a brush

dipped in a black powder, along the long

eyelashes, and then from the window

she glared her indignation upon Jehu.

AS HE BOKE TO THE GATES

in his chariot he shouted to the slaves in

his room: "Throw her down!" But no

count the slaves halted a moment from

such work of assassination, yet knowing

Queen Jezebel could be no more to them

and the conqueror Jehu would be every-

thing, as he shouted again: "Throw her

down," they seized her and tore her

struggling and cursing to the window

casement and hurled her forth till she

came tumbling to the earth, striking it

just in time to let Jehu's horses trample

her and the chariot wheels roll over her.

While Jehu is inside at the table refresh-

ing himself after the excitement he orders

his servants to go out and bury the dead

queen. But the wild street dogs had

for the third time appeared on the scene,

and they had rendered all her body

except those parts which in all

brutal superstition kept from touching

after death—the palms of the hands and

the soles of the feet.

All this appalling scenes of ancient

history was the result of a wife's bad

advice to a husband, of a wife's struggle

to advance her husband's interests by un-

lawful means. Ahab and Jezebel got

the kitchen garden of Naboth, but the

dogs left them. The trouble all began

when that mistaken wife aroused her

husband out of his melancholy by the

words of the text: "Arise, and eat bread,

and let thine heart be merry: I will give

thee the vineyard of Naboth."

The influence suggested by this subject is an influence you never before heard discussed on and may never hear again, but a most potent and semi-omnipotent influence, and decides the course of individuals, families, nations, centuries, and eternities. I speak of wife's ambition, good and bad. How important that every wife have her ambition, an elevated, righteous, and divinely-approved ambition.

And here let me say, what I am most anxious for is that women, not

WAITING FOR THE RIGHTS DENIED

her or postponed, promptly and decisively employ the rights she already has in possession. Some say she will be in fair way to get her rights when she gets the right to the ballot-box. I wish that the experiment might be tried and settled. I would not like to see all women vote and then watch the result. I do not know that it would change anything for the better. Most wives and daughters and sisters would vote as their husbands and fathers and brothers voted. Nearly all the families that I know are solely Republican or Democratic, or Prohibition. These families all voting would make more votes but no difference in the result. Besides that, as now at the polls the men are bought up by the thousands, women would be bought up by the thousands. The more voters the more opportunity for political corruption. We have several million more voters now than we had a few years ago.

We are told that female suffrage would correct two evils—the run business and the insufficiency of woman's wages. About the run business I have to say that multitudes of women drink and it is no unusual thing to see them in the restaurants so overpowered with wine and beer that they can hardly sit up, while there are many so-called respectable restaurants where they can go and take their champagne and hot toddy all alone. Mighty temperance voters those women would make! Besides that, the wives of the run-mongers would have to vote in the interest of their husband's business, or have a time the inverses of felicitous. Besides that, millions of respectable and refined women in America probably will not vote at all, because they do not want to go to the polls, and, on the other hand, womanly roughs would all go to the polls, and that might make woman's vote on the wrong side. There is not in my mind much prospect of the expansion of drunkenness by female suffrage.

As to woman's wages to be corrected by woman's vote, I have not much faith in that. Women are harder on woman than men are.

MASCULINE EMPLOYERS ARE MEAN ENOUGH

in treatment of women, but if you want to hear beating down of prices and wages in perfection, listen how some women run washerwomen and dressmakers and female servants. Mrs. Shylock is more merciless than Mr. Shylock. Women, I fear, will never get righteous wages through woman's vote, and as to unfortunate womanhood, women are far more cruel and unforgiving than men are. After a woman has made shipwreck of her character men generally drop her, but women do not so much drop her as hurt her with the force of a catapult clear out and off and down and under.

I have not much faith that women will ever get merciful consideration and justice through woman's vote, yet I like experiments, and some of my friends in whose judgment I have confidence are so certain that alleviation would come by such process that I would, if I had the power, put in every woman's hand the vote. I cannot see what right you have to make a woman pay taxes on her property to help support city, state and national government, and yet deny her the opportunity of helping decide who shall be Mayor, Governor, or President. But let every wife, not waiting for the vote she may never get, or getting it, find it outbalanced by some other vote not fit to be cast, arise now in the might of the eternal God and wield the power of a sanctified wife's ambition for good approximating the infinite.

No one can inspire a man to noble purposes as a noble woman, and no one so thoroughly degrades a man as a wife of unworthy tendencies. While in my text we have illustration of wife's ambition employed in the wrong direction, society and history are full of instances of wife's ambition gloriously triumphant in right directions. All that was worth admiration in the character of Henry VI. was a reflection of the heroism of his wife, Margaret, William, Prince of Orange,

RESTORED TO THE RIGHT PATH
